


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 10-001</p> <p>Date: 04 January 2010</p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A300 aeroplanes</p>
<p>TCDS Number : France N° 145</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
ATA 27	Flight Controls – Trimmable Horizontal Stabilizer Actuator (THSA) Upper Attachment – Inspection
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A300 aeroplanes, all models, all serial numbers.
Reason:	<p>In accordance with design regulation, the THSA has a failsafe design. Its upper attachment to the aeroplane has two load paths, a Primary Load Path (PLP) and a Secondary Load Path (SLP), which is only engaged in case of PLP failure. Following the design intent, engagement of the SLP leads to jam the THSA, indicating the failure of the PLP.</p> <p>Tests carried out under the loads-measured during representative flights have demonstrated that, when the SLP is engaged, it does not systematically jam the THSA. In addition, laboratory tests have confirmed that the SLP will only withstand the loads for a limited period of time.</p> <p>This condition of PLP failure during an extended period of time, if not detected and corrected, would lead to the rupture of the THSA upper attachment and consequent THSA loss of command, resulting in reduced control of the aeroplane.</p> <p>For the reasons stated above, this AD requires repetitive inspections to detect if damage exists to the THSA upper attachment and if the SLP has been engaged and corrective actions, depending on findings.</p>
Effective Date:	[TBD: 14 days after Final AD issue date]

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 2 500 Flight Hours (FH) after the effective date of this AD and thereafter at intervals not to exceed 2 500 FH, perform a detailed visual inspection of the THSA upper attachment and screw shaft in accordance with the instructions of Airbus Service Bulletin (SB) A300-27-0203, as applicable to aeroplane model. (2) If, during any inspection as required by paragraph (1) of this AD, metallic particles are found or the inspection result reveals cracks, scratches or missing material, before next flight, contact Airbus to obtain approved corrective action instructions and accomplish those instructions accordingly. (3) Accomplishment of corrective actions as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspection requirements of this AD.
Ref. Publications:	<p>Airbus Service Bulletin A300-27-0203 original issue.</p> <p>The use of later approved revisions of this document is acceptable for compliance with requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 01 February 2010. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any questions concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51).